



**A Publication of the County of Fairfax, Virginia
Department of Planning & Zoning**

For additional information about this amendment, call 703-324-1380
To request this information in an alternate format, call 703-324-1334, TTY 711



STAFF REPORT 2005-2006 AREA PLANS REVIEW

SUPERVISOR DISTRICT(S): Lee

APR ITEM(S): 05-CW-2ED

NOMINATOR(S): Meghan Van Dam, Dept. of Planning & Zoning, Fairfax County Government

ACREAGE: N/A

TAX MAP I.D. NUMBERS: N/A

GENERAL LOCATION: Springfield Planning District

PLANNING AREA(S): IV

District(s):	Springfield
Sector:	Springfield East (S7)
Special Area(s):	Franconia/Springfield Metro Station TSA (Character, Major Objectives, A-1, A-2, C, F-1, F-2, G, H and I)

ADOPTED PLAN MAP: N/A

ADOPTED PLAN TEXT: N/A

For complete Plan text see
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.htm>

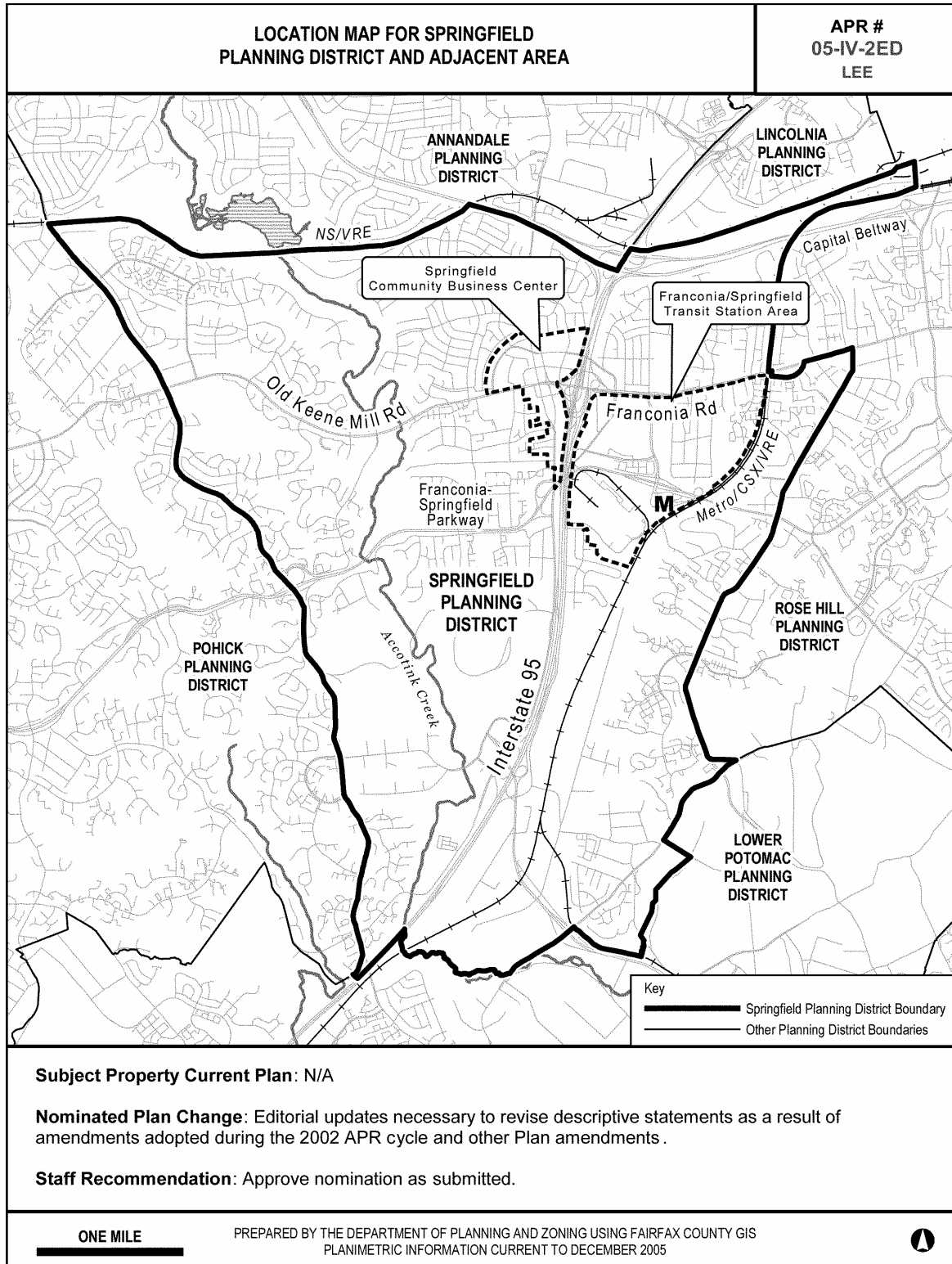
NOMINATED PLAN AMENDMENT: Editorial changes to update recommendations where their objectives have been achieved or to reflect existing conditions.

SUMMARY OF STAFF RECOMMENDATION:

☒ X Approve Nomination as submitted

☐ Approve Staff Alternative

☐ Retain Adopted Plan



The nomination proposes editorial updates to the Comprehensive Plan text for the Overview and Springfield East Community Planning Sector (Sector S7) of the Springfield Planning District and the Franconia Transit-Station Area in the Franconia-Springfield Area. These proposed updates are grouped into one complete nomination as the Franconia-Springfield Area located within the Springfield Planning District, and the proposed amendments involve updating the recommendations for specific land uses that overlap each of these sections. The need to update these recommendations is either due to the achievement of their objective or to reflect existing conditions such as population. Transportation and Parks and Recreation recommendations were not included as they are part of other county-wide planning studies.

The current Plan should be revised to reflect development that has been completed since the last iteration of the Plan. For example, the Plan recommends the construction of a transportation center at the intersection of the Franconia Springfield Parkway and Frontier Drive and a bus station. The Joe Alexander Transportation Center and the Greyhound bus station have been constructed and are currently operating. Another completed recommendation involves the land acquisition and development of Springfield Forest Park. The land was transferred to the Fairfax County Park Authority in 1995 and now provides active recreational facilities for the community on site. Other new developments that the Plan recognizes for future growth are the planned residential developments of Springfield Station, Springfield Commons, New Charleston, and Greenwood subdivisions. These developments have been completed as well.

The proposed amendment also corrects obsolete information. For example, the Plan recommends the consideration of an automated fixed-guideway transit system, or People Mover, to connect the Engineer Proving Ground, Springfield Mall and the Springfield Community Business Center. However, the 2001 Plan amendment that revised the Plan recommendations for the Engineering Proving Ground deleted the specific recommendation for the People Mover, but all references were not removed.

Finally, the editorial revisions recognize that recent actions or discoveries have affected the heritage resource recommendations of the Plan. For example, there have been recent additions to the Fairfax County Inventory of Historic Sites, such as the Laurel Grove Baptist Church site at 6834 Beulah Road. Also, the proposed nomination suggests updates to the current status of the sites on the Inventory, such as the demolition or damage by fire.

The proposed editorial nomination intends to correct the Plan to reflect the most current condition of the nominated areas. It also seeks to revise out of date information with the current records. It does not change the guidelines for future land use or conditions of that use.

Proposed Comprehensive Plan**Sections to be amended:**

- I. Proposed Editorial Changes to Springfield Planning District, Overview**
- II. Proposed Editorial Changes to the Springfield Planning Sector, S7-Springfield East Community Planning Sector including Related Maps**
- III. Proposed Editorial Changes to the Franconia-Springfield Area, Franconia Transit-Station Area including Related Maps**

Staff nominates the following editorial amendments to the Comprehensive Plan.

(Additions are shown underlined; deletions are shown with a ~~strike through~~):

I. Proposed Editorial Changes to Springfield Planning District, Overview

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Springfield Planning District as amended through December 6, 2004, Overview, page 1:

“There were ~~43,240~~ 50,270 persons residing in the Springfield Planning District in ~~1995~~ 2005, ~~an a 16% increase from 31,700 in 1980~~ 43,240 in 1995. This increase in population is partly attributable to new housing construction in the district.”

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Springfield Planning District as amended through December 6, 2004, Overview, page 3:

“The Franconia-Springfield Transit Station Area (TSA) is located to the east, adjacent to the Springfield CBC and includes the Joe Alexander ~~This is the planned location of a future~~ Transportation Center. The Transportation Center ~~will include~~ the Virginia Railway Express (commuter rail) Springfield Station, the Greyhound Bus Station, and the Franconia-Springfield Metrorail Station. ~~The addition of an automated fixed guideway transit system station linking the Engineer Proving Ground, Springfield Mall and the Springfield Community Business Center will also be considered.~~ Recommendations for the development of this area are intended to take advantage of these transportation opportunities while maintaining the viability of nearby land uses.”

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Springfield Planning District as amended through December 6, 2004, Overview, page 11:

**“FIGURE 4
SPRINGFIELD PLANNING DISTRICT
INVENTORY OF HISTORIC SITES
(Inventory as of ~~1994~~ 2005)**

Name	Address	Parcel Number	Date
Mount Air* site and outbuildings	8600 Accotink Road, Lorton	99-4((1))47	c.1830
Newington Railroad Station*	8200 Cinder Bed Road, Newington	99-4((1))4A,B,C	1903
Oak Grove_ <u></u>	6541 Franconia Road, Springfield	90-2((1))85	c.1820
Olivet Episcopal Church	6107 Franconia Road, Alexandria	81-3((5))22	1898
<u>Laurel Grove Baptist Church**</u>	<u>6834 Beulah Street</u>	<u>91-1 ((1)) 25</u>	<u>1884</u>
<u>Laurel Gove School</u>	<u>6840 Beulah Street</u>	<u>91-1 ((1)) 23E</u>	<u>1886</u>

* Indicates demolition: potential remains for archaeological site.

** Indicates original structure has been destroyed by fire.

H Historic Overlay District”

II. Proposed Editorial Changes to the Springfield Planning Sector, S7-Springfield East Community Planning Sector

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Springfield Planning District as amended through December 6, 2004, S7- Springfield East Community Planning Sector, page 75:

“CHARACTER

The Springfield East Sector is located between I-95 and the CSX Railroad, south of Franconia Road, and north of the portion of the I-95 Corridor Industrial Area along Loisdale Road. In terms of acreage, this sector is about 50% residential and the remaining elements include office, retail, public facilities (schools and community park), hotels, a transportation center, and a government warehouse. It is adjacent to and also a part of the Franconia Springfield Transit Station Area. The ~~sector~~ residential area in this

sector encompasses Springfield Forest, New Charleston, Greenwood, and Loisdale Estate subdivisions, which are comprised primarily of single-family detached and townhouse

units. and adjacent Adjacent residential properties include the Springfield Station and the

Springfield Crossing apartment complexes in addition to an assisted living facility, and parcels bordering the CSX Railroad tracks. Housing in the sector is comprised primarily of single family detached units. The significant retail areas are located along either side of Frontier Drive, including the Springfield Mall.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the S7 Sector develop as ~~in~~ Suburban Neighborhoods.

Major objectives for the Springfield East Community Planning Sector include:

- Provide appropriate transitions between varying land uses to mitigate adverse impacts;
- Preserve the stable single-family detached residential character of Windsor Estates (located in Sector S9), Loisdale Estates, and the area east of Frontier Drive, including Springfield Forest, Greenwood, and New Charleston, through appropriate screening and buffering at transition boundaries; and
- ~~Complete the land acquisition and development of Springfield Forest Park.~~
- Provide infill development for existing communities that should be of a compatible use, type and density and be in accordance with policies of the Comprehensive Plan.

RECOMMENDATIONS

Land Use

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 37 indicates the geographic location of land use recommendations for this area. Where recommendations are not shown on the General Locator Map, it is so noted.

See Franconia-Springfield Area (including Franconia-Springfield Transit Station Area) for additional recommendations.”

ADD: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Springfield Planning District as amended through December 6, 2004, S7-Springfield East Community Planning Sector, page 77:

“5. The Springfield Forest, New Charleston and Greenwood subdivisions are stable established suburban neighborhoods. Springfield Forest is planned for residential

use at 1-2 and 2-3 dwelling units per acre. New Charleston is planned for residential use at 3-4 dwelling units per acre and Greenwood is planned residential use at 5-8 dwelling units per acre. The tree buffer surrounding Springfield Forest on three sides protect the neighborhood from the visual intrusion of adjacent land uses and is an important amenity to retain.

6. The land use recommendations for the retail uses along the east side of Frontier Drive, Springfield Station, and Springfield Crossing are specified in the Franconia-Springfield Transit Station Area section in Land Units F1, F2, and C respectively.”

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Springfield Planning District as amended through December 6, 2004, S7-Springfield East Community Planning Sector, page 79:

**“FIGURE 39
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S7**

PARK CLASSIFICATION	RECOMMENDATIONS
<hr/>	
NEIGHBORHOOD PARKS:	
Loisdale	Consider future acquisition of Parcel 90-4((1)) 6A to expand active recreation facilities contingent upon determination of landfill contents and safely.
Springfield Forest	Expedite dedication to complete assemblage of this park site. <u>Initiate a master planning process for Springfield Forest Park and develop with a mix of Community and Urban Park amenities. The Park is located on tax map parcel 91-1 ((1)) 7E. The parcel was transferred to the Fairfax County Park Authority in 1995 and the recreational facilities, such as a tennis court, picnic area, playground tot lot and trails, were built as part of the proffers with an adjacent rezoning.</u> Additional Neighborhood Park facilities should be provided in conjunction with new residential development in the Franconia-Springfield Transit Station Area. Urban Park should be provided in conjunction with commercial development in the TSA.

DISTRICT PARKS: This sector is not currently served by a District Park.

COUNTYWIDE PARKS: Seek historic preservation easements on selected historic properties.”

III. Proposed Editorial Changes to the Franconia-Springfield Area, Franconia-Springfield Transit Station Area

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 33-35:

“CHARACTER

The Franconia-Springfield Transit Station Area is located south of Franconia Road between I-95 and the CSX Railroad tracks. The Transit Station Area includes the Joe Alexander Transportation Center; Springfield Crossing; Springfield Station; the Springfield Mall; retail, office, and hotel uses west of Loisdale Road; retail uses along the east side of Frontier Drive; the Federally-owned Parr Warehouse; and the Springfield Center Industrial Park. It also includes the Springfield Forest, Greenwood townhouses, and New Charleston residential communities. Most of the housing in the ~~immediate~~ area is comprised of single-family detached units. ~~Townhouses are located in the northeastern portion of the Transit Station Area.~~

The Joe Alexander Transportation Center is located at a site south of the Franconia- Springfield Parkway adjacent to the CSX Railroad right-of-way. The Transportation Center ~~will~~ includes a Metro Station, a Virginia Railway Express commuter rail station, a Greyhound bus station, approximately ~~4,000~~ 5,000 parking spaces, and local bus transfer facilities.

The stream valleys of the upper tributaries of the Long Branch of Accotink Creek cover most of the central and eastern portion of the Planning District. The headwaters of the Long Branch of Accotink Creek form the basis of an environmental quality corridor in this area. Vegetation and wildlife habitats along the stream enhance the open space system. Portions of the area are located in the Coastal Plain geologic province within an aquifer recharge zone and may contain slippage-prone swelling clay soils.

In this planning sector was Oak Grove, a plantation house built around 1820. It was located along Franconia Road, on the current site of the Sunrise Assisted Living Facility. Major undeveloped areas along the CSX Railroad have a high potential for significant heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies this as a Transit Station Area where mixed-use, transit-oriented development is to be encouraged. The focus of this area is the Joe Alexander Transportation Center, and the area around the Springfield Shopping Mall.

Figure 11 shows the Franconia-Springfield Transit Station Area divided into land units for the purpose of organizing land use recommendations. There are nine land units designated for the Transit Station Area, represented on the map by the letters A through I. These land units will be referred to in the remainder of the Plan.

MAJOR OBJECTIVES

The major planning objectives for the Franconia-Springfield Transit Station Area include:

- Provide opportunities for high density residential development in proximity to the Joe Alexander Transportation Center;
- Encourage mixed-use projects that incorporate existing topography, trees, character, and open space to optimize the Transit Station Area's opportunities through creative design;
- Provide appropriate transitions between varying land uses to mitigate adverse impacts;
- Encourage and implement a coordinated program of transportation system management strategies that reduces traffic congestion and increases the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes more evenly, and increasing pedestrian and bicycle travel;
- Preserve the stable single-family detached residential character of the areas that surround the Transit Area, such as Windsor Estates (located in Sector S9), Loisdale Estates, Greenwood, (located in Sector S7), and the area east of Frontier Drive, including Springfield Forest, and New Charleston, (located in Sector S7) through appropriate screening and buffering at transition boundaries;
- ~~Complete the land acquisition and development of Springfield Forest Park; and.”~~
- Protect the Accotink Environmental Quality Corridor system.

DELETE: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, Figure 12, page 37.

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, Figure 13, pages 38-39 to reflect information from Figure 12 and update as necessitated by proposed subject amendment.

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 43-44:

“Roadway and Circulation Improvements

The roadway and circulation plan for the Transit Station Area addresses improvements to: (1) arterial roads; (2) interchanges and (3) collector and local streets. The specific recommendations contained in the adopted Fairfax County Transportation Plan are:

- Widen Franconia-Springfield Parkway to 8 lanes between the Fairfax County Parkway and Frontier Drive to include an HOV facility providing peak period service to and from the ~~future~~ Joe Alexander Transportation Center and I-95 HOV lanes.
- ~~Improve the interchange at I-95 and Franconia/Old Keene Mill Road.~~

Public Transportation Improvements

The development concept for the Transit Station Area is based on an assumption that planned road improvements alone cannot sustain the Plan's development potential, and that transit and HOV usage substantially higher than identified in the Policy Plan must be achieved. Recommended public transportation improvements for the Transit Station Area are described below:

- Transit Improvements

The Joe Alexander Transportation Center is located in Land Unit G, south of the Franconia-Springfield Parkway. The primary entrance to the Transportation Center is located at the interchange of Frontier Drive with the Parkway. A secondary entrance is provided from a partial interchange to be located at the Parkway along the eastern boundary of the site. This facility consolidates in one location a Metrorail Station, Metrobus connections, a Virginia Railway Express Commuter rail station, a Greyhound bus station, and ~~4,000~~ 5,000 parking spaces. Additional parking is being constructed on the site. In order to increase the HOV and transit mode split to the levels assumed for the Land Use Plan, applications for new development should provide high frequency service to and from the Transportation Center.

- ~~Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied, particularly in conjunction with any replanning of the EPG site. The area subject to the Metro rail extension should be designated as an “Enhanced Public Transportation Corridor.” The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.”~~

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 44-46:

“Land Unit Recommendations

Where parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Land Unit A-1

This land unit is planned for a mix of office and hotel uses at an intensity up to .50 FAR. Accessory uses such as banks and restaurants may also be appropriate provided they are not located in free standing structures. Landscaping and plantings along sidewalks and streets are encouraged to foster pedestrian activity. Safe pedestrian connections to the Springfield Shopping Mall and to the Transportation Center should be incorporated into the pedestrian circulation plan and network for this land unit.

Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway transit system. ~~An automated guideway transit system has been proposed as part of the optional mixed use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right of way identified within this land unit should be dedicated for the selected system.~~

~~As part of the planned improvements associated with the VDOT I-95/395/495 Interchange Improvement Project, grade separation may be required at the intersection of Franconia Road with Loisdale Road/Commerce Street. In this event, provisions should be made within Land Unit A-1 to accommodate such an improvement, including dedication of right of way.~~

Land Unit A-2

This land unit, about 15 acres, contains retail stores. It is planned for a mix of office and hotel uses at an intensity up to .50 FAR. Accessory uses such as banks and restaurants may also be appropriate provided that they are not located in free standing structures. Landscaping and plantings along sidewalks and streets are encouraged to foster pedestrian activity. Safe pedestrian connections to the Springfield Shopping Mall and to the Joe Alexander Transportation Center should be incorporated into the pedestrian circulation plan and network for this land unit.

As an option, multi-family residential use at a density of up to 45 dwelling units per acre may be appropriate provided that the following conditions are satisfied:

- The entire land unit is developed as residential use through a unified development plan which highlights pedestrian and vehicular access;

- High quality architecture and site design is provided, including landscaping and lighting;
- Structures are mid- or high-rise, not garden type apartments in order that they may be compatible with existing and planned development in the immediate area;
- Structures are located to provide an appropriate set back from I-95 to mitigate noise. Additional noise mitigation measures may also be necessary;
- Parking is provided either underground and/or in structures to maximize land area for open space and recreational amenities;
- Recreation facilities are provided to meet the active recreation needs of residents. These facilities should be an integral part of the residential complex or building; and
- Effective landscaping is provided on the periphery of the site in order to buffer this residential development from existing and planned non-residential use adjacent to the land unit and in the immediate area.

An internal roadway should be constructed within Land Unit A-2, extending from the intersection of Loisdale Road with Spring Mall Road, to Loisdale Court. Development planned for this land unit should have all access oriented to the internal road.

Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway system. ~~An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.~~

~~As part of the planned improvements associated with the VDOT I-95/395/495 Interchange Improvement Project, dedication of additional right-of-way within Land Unit A-2 may be required."~~

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 46-47:

"Land Unit C

This land unit is located south of Spring Mall Road and west of Frontier Drive and includes the Springfield Station apartments, which are developed at a density of 45 dwelling units per acre. The approximately 28-acre land unit ~~It is bordered on the south by the Franconia-Springfield Parkway. This land unit, about 28 acres, consists of Tax Map 90-2((1))51, 51A, 53, 54, 55, 57D, the portion of Parcel 61 west of Frontier Drive, 62, 63 and 76.~~

All of Land Unit C is planned for multi-family residential use at a density of 35 dwelling units per acre. A mix of garden apartments and mid- or high-rise structures is encouraged. Residential use in this area will serve to expand housing opportunities in proximity to a major transportation center. Limited retail uses, to serve the residents of the development may be appropriate, provided that the retail uses are not contained in free-standing structures. ~~Any new development of the eastern portion of Land Unit C (Tax Map 90-2 ((1)) 62, 63, 76 and the portion of 61 west of Frontier Drive) should provide land to be dedicated for the planned Franconia-Springfield interchange.~~

Land Unit C includes an area currently used as an automobile dealership (Tax Map 90-2 ((1)) 53, 54, 55, 57D). Expansion of this use beyond these parcels within the land unit is not recommended, and consolidation of these parcels with the remainder of Land Unit C for residential or mixed-use development is encouraged to achieve the unified development of this land unit.

Two options for development have been identified for this land unit: residential use at a density of 45 dwelling units to the acre, or mixed-use development comprised of residential and retail use at an intensity of up to 1.0 FAR. Mixed-use development must be predominantly mid- or high-rise residential in character with no more than one-third of the total gross square footage devoted to retail use. The retail and residential uses must be integrated and physically linked to one another to create a cohesive project, as opposed to a development that represents a mixture of disparate uses on the site.

Under either option, the following conditions must be met:

- ~~Substantial consolidation of parcels is achieved to include, at a minimum, Tax Map 90-2 ((1)) 51, 51A, the portion of parcel 61 west of Frontier Drive, 62, 63 and 76.~~
- Structures are mid- or high-rise, rather than garden style units, in order that they may be compatible with existing and planned development in the immediate area. Structures should be located to provide an appropriate setback from the Franconia-Springfield Parkway to mitigate noise. Other noise mitigation measures should be provided as necessary;
- At least one-third of the required parking is provided either underground, in structures or designed as a combination of the two. This will help maximize land area for open space and recreational amenities;
- Effective landscaping is provided on the periphery of the site to adequately buffer this residential development from existing and planned non-residential use in the immediate area;
- Safe pedestrian access and connections are provided to the Springfield Shopping Mall and to the Transportation Center. The pedestrian circulation plan and network for this land unit should be part of the overall circulation plan for the Transit Station Area;
- A high quality living environment with active recreation and other site amenities is provided to meet the active recreation needs of residents; and

-
- ~~Land is dedicated for the planned Franconia-Springfield Parkway/Frontier Drive interchange.”~~

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 50:

“Land Unit F-1

This land unit, about 8.5 acres in size, is located south of Forestdale Elementary School between Frontier Drive and Elder Avenue. The land unit is comprised of Tax Map 90-2 ((1)) 86A and 96A. Parcel 90-2((1)) 96A is a cemetery, known as the Broders Family Cemetery. It is on land that was once part of the Oak Grove Plantation. It contains fragments of gravestones scattered about the site dating from the turn of the Twentieth Century. Parcel 90-2((1)) 86A is planned for low-intensity retail use up to .30 FAR. This use should be one-story in character, with buildings and access oriented to Frontier Drive. A minimum 50-foot vegetated buffer and a brick wall should be provided along Elder Avenue to assist in creating a transition to the existing residential communities in this area. The buffer should be enhanced with evergreen trees to provide year round screening. No sidewalk or curb and gutter should be provided along Elder Avenue.

The primary access to development in Land Unit F-1 should be oriented to Frontier Drive opposite the entrance to Springfield Mall.”

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 51-52:

“Land Unit F-2

Land Unit F-2, approximately 23 acres, is located immediately north of the Franconia- Springfield Parkway and situated between Elder Avenue and Frontier Drive. This land unit is planned for ~~multi-family residential use at a density of up to 20 dwelling units per acre. The entire land unit should be developed under a single development plan which reflects high quality architecture and site design. Structure type should be limited to garden or mid-rise dwelling units. To help foster an effective transition to the Springfield Forest subdivision, height of the buildings should be limited by a 14° line of sight as measured from the front property line of Springfield Forest residential structures east of Elder Avenue. This transition should also include a vegetated buffer, incorporating existing vegetation, of at least 100 feet in width along Elder Avenue.~~ office and retail use up to 0.30 FAR and is developed at 0.28 FAR. To achieve an effective transition to the Springfield Forest subdivision, the retail uses should be low-rise in character with a maximum height of 35 feet, with buildings and access oriented to Frontier Drive. In addition to a maximum height of 35 feet, all buildings and structures shall be limited in height by a 14° line of sight as measured from the front property line of Springfield Forest residences adjacent to this land unit and east of Elder Avenue.

~~It is important that good pedestrian access be provided to the Joe Alexander Transportation Center and to the office and retail uses in the area. Vehicular access to this land unit should be limited to Frontier Drive with the primary access point at the intersection of Spring Mall Road. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.~~

~~Land should be dedicated for the planned Franconia-Springfield Parkway/Frontier Drive interchange. Facilities for active recreation and open space amenities should be provided for use by residents and should be designed as an integral part of the development.~~

~~As an option, retail or office use may be appropriate under Retail and office uses should be developed under the following conditions:~~

- ~~1. Non-residential uses may be retail or office uses. To help foster an effective transition to the Springfield Forest subdivision, these uses should be low-rise in character with a maximum height of 35 feet with buildings and access oriented to Frontier Drive. In addition to the maximum height of 35 feet all buildings and structures shall be limited in height by a 14° line of sight as measured from the front property line of Springfield Forest residences adjacent to this land unit and east of Elder Avenue. These uses should be limited to up to .30 FAR.~~
- ~~2. 1. A minimum of 50 foot vegetative buffer incorporating existing vegetation should be provided along Elder Avenue together with a seven-foot brick wall on the western side of the buffer to assist in creating a transition to the existing residential communities in the area. The buffer should be enhanced with evergreen trees and supplemental shrubbery to provide year round screening.~~
- ~~3. 2. The only access, vehicular or pedestrian, to this land unit should be from Frontier Drive with the primary vehicular access point at the intersection of Spring Mall Road.~~
- ~~4. 3. The entire land unit should be developed under a single development plan which will reflect high quality architecture and site design.~~
- ~~5. 4. All site lighting should be located, directed, and designed to reduce glare and slippage onto the adjacent residential property.~~

~~As an option, multi-family residential use at a density of up to 20 dwelling units per acre may be appropriate. The entire land unit should be developed under a single development plan which reflects high quality architecture and site design. Structure type should be limited to garden or mid-rise dwelling units. To help foster an effective transition to the Springfield Forest subdivision, height of the buildings should be limited by a 14° line of sight as measured from the front property line of Springfield Forest residential structures east of Elder Avenue. This transition should also include a~~

vegetated buffer, incorporating existing vegetation, of at least 100 feet in width along Elder Avenue.

It is important that good pedestrian access be provided to the Joe Alexander Transportation Center and to the office and retail uses in the area. Vehicular access to this land unit should be limited to Frontier Drive with the primary access point at the intersection of Spring Mall Road. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus system.”

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 52:

“Land Unit G

This land unit consists of property owned by the Washington Metropolitan Area Transit Authority (WMATA) and is planned for public facilities. A Transportation Center containing approximately ~~4,000~~ 5,000 parking spaces and bus transfer facilities ~~is planned for~~ have been constructed in this land unit along with the Franconia-Springfield Metrorail Station. This entire land unit contains significant wetlands, marine clays, and Environmental Quality Corridor (EQC) land, which pose development constraints and stormwater management and wetlands mitigation issues. Pedestrian access ~~should be~~ has been provided to connect the Transportation Center to surrounding development ~~as practicable~~.

Should the redevelopment of Land Unit D-1 be appropriate for a ~~major sports and/or~~ cultural facility, a shared parking arrangement utilizing the parking garage at the Joe Alexander Transportation Center should be considered.

South of the Parkway immediately west of the proposed Joe Alexander Transportation Center, Parcel 90-2 ((1)) 60 is planned for public facilities. A fifty-foot buffer with earth berms with planting and fencing is recommended for the northern edge of the property to buffer planned residential uses for the property immediately to the north.

The Joe Alexander Transportation Center facilities ~~should be~~ have been designed so that pedestrian and bicycle access from the Springfield Forest subdivision to the Metrorail station platform is provided over a safe corridor.”

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through May 23, 2005, Franconia-Springfield Transit Station Area, page 52:

“Land Unit H

This land unit contains the Springfield Forest Subdivision and is planned for single-family residential use as shown on the Plan map. Infill development within this

land unit should be of a compatible use, type, and density and be in accordance with the Plan map. The woods surrounding the Springfield Forest, New Charleston, and Greenwood subdivisions protect the neighborhood from the visual intrusion of Springfield Mall and the Franconia-Springfield Parkway. After construction of the Metrorail station, this buffer will be an important amenity to retain.”

MODIFY: The Fairfax County Comprehensive Plan, Area IV, 2003 edition, Franconia-Springfield Area as amended through March 23, 2005, Franconia-Springfield Transit Station Area, page 52-53:

“Land Unit I

This land unit ~~is~~ consists of the Springfield Forest Park and the Greenwood townhouse development. They are situated on the west side of the CSX Railroad, east of Springfield Forest, and south of Franconia Road, ~~and is planned for residential use at 2-3 dwelling units per acre. As an option, residential use at 5-8 dwelling units per acre is appropriate if the following conditions are met:~~ The residential portion is planned and developed at 5-8 dwelling units per acre. A 100 foot buffer should be maintained. A shuttle bus and shuttle service should connect the residences in Land Unit I and the Joe Alexander Transportation Center.

- ~~• Substantial parcel consolidation is achieved within the land unit;~~
- ~~• Sufficient land is dedicated to provide for a 10.5-acre park that is adjacent to or adds to existing park property;~~
- ~~• A 100-foot buffer is established to Springfield Forest; and~~
- ~~• A shuttle bus and shuttle service is provided between residences in Land Unit I and the Joe Alexander Transportation Center.”~~